



DEPARTMENT OF HOMELAND SECURITY
U.S. COAST GUARD

YARD NEWS

BALTIMORE, MARYLAND

AN EQUAL OPPORTUNITY EMPLOYER

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Yard Road Team Responds to Emergency Repair; CGC DALLAS Meets Scheduled Deployment



RDML Hewitt (center), Commander, Maintenance & Logistics Command Atlantic, poses with Yard road team members after extending his congratulations for outstanding work on the DALLAS' CASREP repair.

On September 14, 2007, the Yard was directed to deploy a road team to North Charleston, South Carolina, to replace 12 helo tiedowns on DALLAS' flight deck. Maintenance & Logistics Command Atlantic was unable to obtain a commercial contractor to perform the work in a timeframe that would allow the cutter to meet its scheduled deployment. Yard dispatched four tradesmen on September 17th to begin the emergency repair and return the cutter to operational status. Extensive interferences in the galley and mess deck were identified, however, and required additional resources for removal. Eventually, 16 Yard personnel were on-scene working to complete the job prior to the cutter's sail date on September 29th. Work crews finished their work on the 28th and the cutter sailed the next day in time to meet its operational commitment.

RDML Ronald Hewitt, Commander, MLCLANT, visited the Yard on October 3rd and presented Yard road team members with his Admiral's coin in appreciation for the group's quick response and expertise. Gratefully acknowledged by the Admiral were: V. Fricke, J. Schrieffer, R. Kruger, C. Wooden, R. Shaver, M. Schucker, D. Loftus, C. Howle, F. Coleman, R. Roberts, J. Evans, C. Bare, G. Oakley, J. Quaty, R. Bruback, J. Lipscomb, C. Alderman, K. Haines, W. Tyson, and L. Herd.

EAGLE Arriving!



The Yard welcomed its most graceful guest - the Coast Guard Barque EAGLE on October 10th. Undergoing an anticipated 14 week availability, the 72 year old tall ship's work list involves shaft and rudder inspections, underwater hull plate renewal, and underwater hull painting plus routine deck equipment inspections and space upgrades. Work is scheduled for completion by the end of January, 2008. (photo by Mr. Jeffery Orner, CG-4d)

Welcome Aboard!



Yard Missions: Value - Workforce - Relationships - Community

The Commanding Officer's Column

by Captain Stephen C. Duca



VALUE = $\frac{\text{Capability} \times \text{Readiness}}{\text{Cost} \times \text{Resources Consumed}} = \frac{\text{Original Work Scope} + \text{Growth} + \text{Capability Improvements} + \text{Maximum Operational Availability} + \text{Personnel Readiness}}{\text{Dollars, Production Work Hours, Overhead Charged}}$

Lots of great accomplishments to report this issue, and I'm delighted to do so! We featured CGC HOLLYHOCK on the cover of our last issue. I'm pleased to report that the cutter did not require a replacement control-pitch propeller hub (only replacement of seals on their existing hub) and was able to leave 10 days earlier than anticipated. The Ninth CG District Commander, RADM John Crowley, sent a thank you (BZ) message, which we've reprinted below at left.

As noted on the cover of this issue of the Yard News, MLC Atlantic was having difficulty finding a commercial contractor willing to bid on, start and complete the work in the required two-week performance period. Long story short: the Yard rose to the occasion and, through the on-scene and behind-the-scenes effort, DALLAS was able to make her patrol commitment. We received a very nice BZ message from Commander, CG Atlantic Area, VADM Peterson. As an added bonus, RDML Hewitt,

Commander, MLC Atlantic was able to meet with the DALLAS in New England and was able to hear directly from the cutter CO and crew their testimonials to the Yard's focus on mission execution. When RDML HEWITT visited the Yard on 3 Oct, he was able to personally thank the DALLAS road crew members by presenting his "coins" (see photo, front page).

Finally, back at our waterfront, I have three more repair availabilities to report on. Our two tenant cutters, CGCs JAMES RANKIN and SLEDGE (and barge), made the arduous transit to their contracts (actually, RANKIN never moved). We received a very nice BZ from RANKIN (see below at right). SLEDGE is back at her normal West Bulkhead moorings, and we are in the final stages of completing a propulsion train realignment.

We recently delivered CGC VENTUROS, our third 210' WMEC Mission Effectiveness Project (MEP) cutter. One of the significant process

improvements that has been put in place for all MEP cutters is a new deadline, the **"End of Industrial Work or EOIW"**. I want to tell you what this new deadline IS and IS NOT. Our normal practice with MEP availabilities, in which the cutter crews return toward the end of the contract performance period, was to work side-by-side with the cutter crews for the last several weeks. Despite best intentions to work together and de-conflict our work and the cutter's desired work, a certain amount of scheduling and "turf" conflict always resulted. The process improvement is to very specifically end the Yard's time onboard the cutter and then allow the cutter a two (WMECs) to three (110s) week period where the cutter remains dockside at the Yard to complete their equipment and outfit on load, training, and other Ready for Sea preparations. **EOIW IS THE DATE THAT THE YARD IS FINISHED WITH ALL OUR WORK, COMPLETELY MOVED OFF THE CUTTER, &**

See **CO Column**, pg 9

FM CCGDNINE CLEVELAND OH
TO COGARD YARD BALTIMORE MD (+ ADDITIONAL ADDRESSEES)
SUBJ: BRAVO ZULU - OPERATIONAL EXCELLENCE - EMERGENCY
DRYDOCK FOR CGC HOLLYHOCK OUTSIDE OF GREAT LAKES
REGION

1. THANK YOU FOR YOUR OUTSTANDING EFFORTS OVER THE PAST 10 WEEKS PREPARING, EXECUTING, AND SUPPORTING AN EMERGENCY DRYDOCK FOR CGC HOLLYHOCK.
2. AFTER MULTIPLE ATTEMPTS TO TROUBLE SHOOT AND FIX A LEAKING PROPELLER HUB AND BLADE ASSEMBLY WHILE IN THE WATER, CGC HOLLYHOCK SUBMITTED A CATEGORY 4 CASUALTY REPORT ON 18 JULY 2007. UNSUCCESSFUL ATTEMPTS TO SECURE A CONTRACT WITH A GREAT LAKES SHIPYARD RESULTED IN THE NEED TO SEND CGC HOLLYHOCK TO CURTIS BAY, MD TO BE DRYDOCKED AT THE COAST GUARD YARD. BOTH OPERATIONAL AND SUPPORT PERSONNEL FROM MULTIPLE UNITS ACROSS D9, D1, AND D5 CONTRIBUTED GREATLY TO THE PLANNING, EXECUTION, AND SUPPORT OF THE SHORT-NOTICE EMERGENCY DRYDOCK OUT OF THE GREAT LAKES. OF NOTE IS THE HOSPITALITY, EFFICIENCY, AND QUALITY OF WORK FROM THE COAST GUARD YARD. YOUR OUTSTANDING EFFORTS REDUCED THE AMOUNT OF TIME THAT THE NINTH DISTRICT WAS WITHOUT ONE OF ITS MOST CAPABLE MULTI-MISSION PLATFORMS.
3. THANKS FOR A JOB WELL DONE! BRAVO ZULU!
4. RADM J. E. CROWLEY, SENDS.

FM USCGC JAMES RANKIN
TO COGARD YARD BALTIMORE MD (+ ADDITIONAL ADDRESSES)
SUBJ: POST AVAILABILITY FEEDBACK-BRAVO ZULU

1. AS JAMES RANKIN CONCLUDES THE 2007 MAINTENANCE AND REPAIR PERIOD, WE WOULD LIKE TO THANK THE MILITARY AND CIVILIAN EMPLOYEES AT THE CG YARD WHO CONTRIBUTED TO OUR SUCCESSFUL AVAILABILITY. THE COMMITMENT OF ALL INVOLVED WAS EVIDENT BY ON TIME AND UNDER BUDGET DELIVERY. SPECIAL THANKS IS EXTENDED TO SHIPSUP LT FLANNERY, AL CARROLL, CLYDE THOMAS, AND JOE MAY OF THE YARD, TO OUR PORT ENGINEER CWO MURRAY OF NESU PORTSMOUTH, AND OUR TYPE DESK MANAGER PETE PILLA OF MLCA FOR PLANNING AND PROBLEM RESOLUTION. ALSO APPRECIATE THE EFFORTS OF LARRY PHINNEY, BOB BYRD, CECIL JUSTICE AND JOHN DOWNES WHO PROVIDED THE "KNOW HOW" AND ON SITE SUPERVISION.
2. WE ALSO APPRECIATE THE EFFORTS OF JIM STEINER AND KEVIN PHELPS OF C2CEN WHO AFTER COMPLETING THE ECPINS UPGRADE STAYED ON SCENE UNTIL ALL RADAR, DPS, AND AIS SIGNALS WERE GETTING THE RIGHT ADDRESSES AND DISPLAYING PROPERLY. THEIR EFFORTS DID NOT CONCLUDE UNTIL SUCCESSFUL SEA TRAILS WERE CONDUCTED.

Labor Day 2007

The Commanding Officer's "State of the Yard"

Summer is waning, kids are returning to school, and we will soon see the colors of autumn heralding the arrival of Fall. It's hard to believe we are already celebrating Labor Day this weekend – a time to reflect on achievements of our labor during the past year and to look ahead to the challenges and opportunities of the next 12 months.

Your accomplishments during Fiscal Year 2007 have brought unprecedented recognition of the Yard's VALUE to our Coast Guard customers. This week alone, we made Yard history when we hosted a Coast Guard customer from the Great Lakes. It has been decades since a Great Lakes' cutter transited to Baltimore for repair by the skilled hands of the Yard. The buoy tender HOLLYHOCK, homeported in Port Huron, Michigan, traversed 2161 nautical miles encompassing two countries, three Canadian provinces, five states, 16 locks, and 18 waterways to arrive in Curtis Bay. The cutter joined two Pacific Area cutters, five Atlantic Area cutters, and our two homeport ships under repair on our waterfront. The Yard's motto, "Service to the Fleet," took on new meaning this week as each of you responded to keeping the Coast Guard fleet "Semper Paratus" for an incredible array of missions - from the Atlantic to the Pacific and our northern Great Lakes.

Here are just a few of the many high profile accomplishments of the past year that give reason to celebrate Labor Day 2007:

The Yard delivered the Cutter TYBEE, the first 110' Mission Effectiveness Project (MEP) patrol boat, and completed MEP on the Cutters CONFIDENCE and SPENCER. CGC BEAR's MEP will be finished soon; VENTUROUS' MEP in late September.

Industrial Department managers and trades personnel accomplished three buoy tender dry dock availabilities; one buoy tender dockside availability with another scheduled for delivery in September; two emergency dry dockings (including the HOLLYHOCK), and a number of road shows involving the installation of three 378' WHEC over-the-horizon davits. In all, the Yard saved the government over \$1 million and nine operational days.

The Yard became the caretaker of eight 123' patrol boats and the decommissioned

Cutter GENTIAN (awaiting disposition through the Coast Guard's Foreign Military Sales Program) and modified two Short Range Prosecutor boats for use during the new National Security Cutter BERTHOLF's Builder's Trials.

The Yard kicked off its first Lean initiative for increased process improvements. Our Lean Leadership Council visited four private and public shipyards to study lessons learned, and the Yard Lean team accomplished two significant Lean projects involving Pier One organization and Conex Box management. Lean 6S (Sort, Straighten, Shine, Standardize, Sustain & Safety) activity has begun in the Outside Machine Shop and Temporary Services area.

The Yard welcomed the Coast Guard's Legacy Sustainment Support Unit (LSSU) as a new tenant command. The LSSU oversees the Yard's MEP availabilities for the 210', 270', and 110' cutters.

The Quality Management office completed two external surveillance audits and led the way for a renewed ISO 9001 certification, developed an application package for the 2007 SSPC QP-1 Paint Certification for the Paint Shop, managed 25 Corrective & Preventive Action reports, conducted quality management training for 162 Yard employees, and updated 39 MOPs and 14 DSOPs.

The Training Office conducted New Employee Orientation for 44 employees, processed 180 training requests, and continued support of the Yard's Trades Training Program.

The Yard's Safety and Occupational Health Staff completed over 105 ship and building safety inspections and held ten safety training classes. Staffers assisted with training and eye equipment purchases to aid in lowering eye accidents on the Yard from 22 in 2006 to six accidents to date in 2007.

Yard fiscal managers completed the first year under the new Zero Based Budget; supported over \$82M (projected) of industrial activity; managed the financial records of over 600 industrial projects, processed 2080 travel claims, 22,800 payroll records, 8200 credit card purchases totaling more than \$6.4M, over \$25.5M in MILSBILLS billing transactions for ELC reimbursable sales and over 1000 intergovernmental payment (IPAC) transmissions for payments of over \$18M,

and issued over \$49,750 in travelers checks and over 500 Government Travel Authorizations.

The Yard made significant achievements in facilities management in 2007. A Memorandum of Understanding was obtained with the City of Baltimore for the use of a renewable energy project using methane gas from a nearby landfill site. The initiative will supply 95% of the Yard's energy (electricity & steam) for the next 15 years. A pipeline and co-generation plant are anticipated to be online by the end of 2008. The Facilities Management Division completed an update of the 1999 Yard Land Use Plan that includes a five year execution strategy to meet future requirements of the shipyard and its tenant commands. Major facilities projects completed in 2007 included: gym renovation, Pier One structural repairs, Triennial High Voltage Electrical Distribution Inspection, ELC parking lot construction, ESD Baltimore building expansion, and numerous restroom renovations throughout the campus.

Additional FY 2007 Yard achievements include: Yard Employee Suggestion (YES) Program resulted in \$280K tangible savings in energy, production and safety, and provided \$7K for employee awards; Yard Clinic received a prestigious health care system three-year accreditation from the Accreditation Association for Ambulatory Health Care, and the first-ever Sports Day brought Yard and tenant command athletes together on the field of play!

The Yard's people are its most important asset, and 2007 saw the bestowment of numerous awards honoring the Yard's workforce and their work. The list includes:

- 2006 Cowart Award – Best Facility Engineering Department in the U.S. Coast Guard
- 2006 Department of Homeland Security Environmental Achievement Award
- 2006 Coast Guard Environmental Award
- 2006 Health Care Facility of the Year
- 2006 Civilian of the Year - Ramona Vazquez, Yard Fiscal Department
- 2006 Educational Service Officer of the Year – CWO Denise Worden, Yard Military Personnel Dept
- 2007 Full-Time Civil Rights Service Provider of the Year – Les Delney, Yard EEO Officer

See "State of the Yard", pg 10



DC2 Jonah Jones, Firehouse, FY '07, 1st Qtr



Ed Girvin, Drydock Shop, FY '07, 1st Qtr



YN3 Chirstopher Hofius, Military Personnel, FY '07, 2nd Qtr



Christopher Edmondson, Facilities Management, FY '07, 2nd Qtr



HS2 David Hong, Clinic, FY '07, 3rd Qtr



Charles Greene, Structural Shop, FY '07, 3rd Qtr



**Yard Combined Federal Campaign
October 16 – November 16
“Be a Beacon of Hope”**

Lean Update - Conex City

by Keith Herchenroder, Yard Business Manager

Our last Lean update addressed the work we did on Pier One to help that area get organized. During the discussions of Pier One, the subject of Conex boxes came to light. The Conex boxes serve a valuable function here at the Yard, providing cheap, moveable temporary storage of equipment, ship's outfit, and supplies. Effectively managing the Yard's Conex collection, however, is a challenge.

During our Pier One discussions, some of the participants got into a debate as to just how time is wasted looking for things in Conex boxes, with estimates ranging from 20 to 40%! Remembering that with Lean thinking, we need to be looking through the eyes of the customer. How would our customer feel about us spending 20-40% of time at \$65+ an hour "looking for things"? Imagine this another way – if you brought your car in for service, and it was supposed to cost \$500, but when you got there to pick it up, the bill was \$750 because they spent a lot of time looking for where they put the parts and tools to do the job. Obviously, you would tell them "Not my problem that you are disorganized!" Well, in many ways, this is what we are doing to our customers when we waste time looking for things! So, we decided it would be a great opportunity to tackle Conex box management.

At first, there was some reluctance to say we had a problem, and that we knew where things were. When asked how many boxes we had at the Yard, estimates were between 50 and 75. Later that day, a group of us piled into a van and went Conex hunting (it was open season). When the dust settled, we had counted 163 Conex boxes on the Yard campus. Some of these are not Yard boxes, but it was clear that we had well over the 75 that we thought we had. Given that information, it was clear that we did not have as good a handle on things as

we thought we did. In addition, the distribution of the boxes appeared to be based on available real estate, not on box contents or usage.

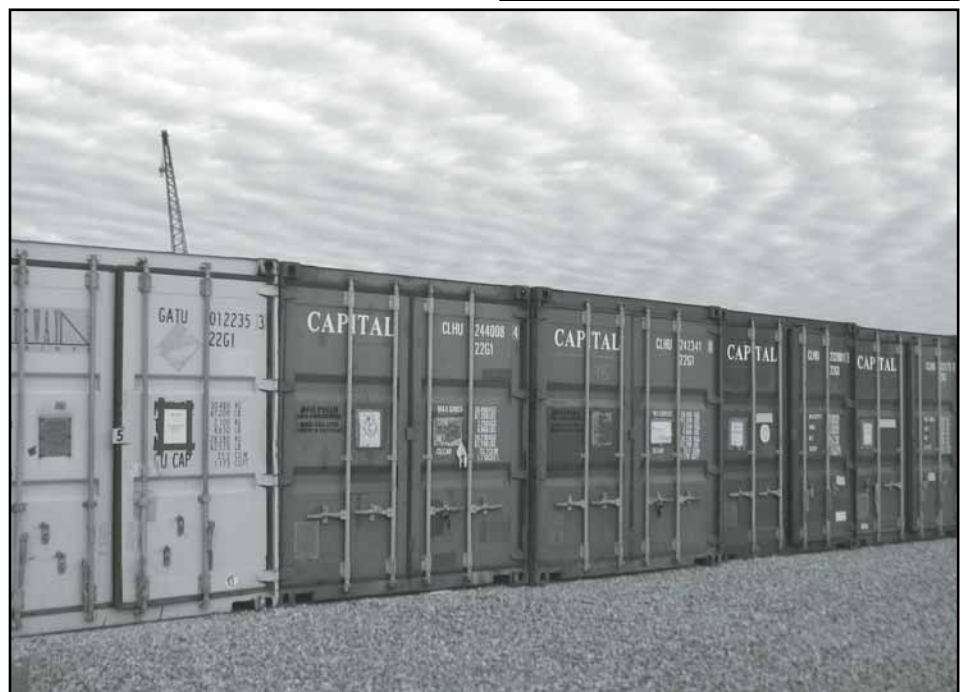
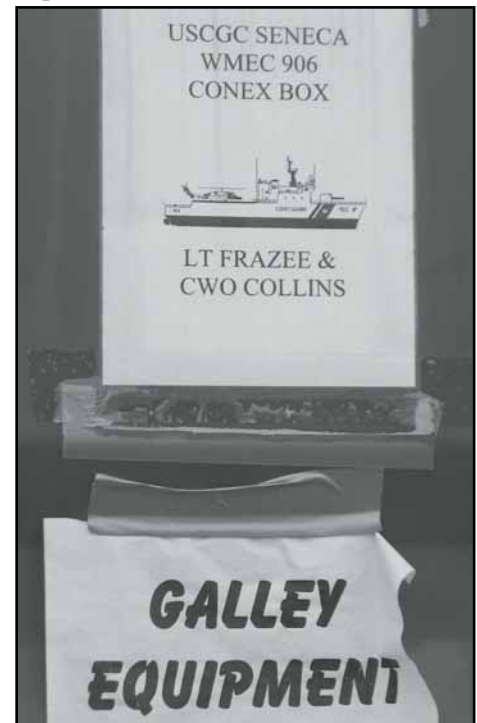
One of the first areas to attack was a better location for the Conex boxes that contained removed parts and equipment that would be needed near the waterfront for production purposes. The area that offered the best opportunity was the newly cleared gravel area by building 78.

Sandra Palmer, Yard Architect, lent her assistance by designing two possible layouts for that area. The one chosen offers the potential for up to 84 boxes to be located close to the waterfront with sufficient access for the material handlers to be able to get into the boxes or move the entire box to the worksite.

The next challenge will be managing them to know where they are and what the box contains. The team agreed to try attaching compartment check-off list holders, like used on board ship, to the boxes. A standard form will be used to identify the vessel, shop, a point of contact, and contents of the box. In addition, we are looking into a magnetic status board with a layout of the area to

show the location of the boxes and for what cutter.

Work has started to get the proper boxes in place and the materials for labeling and managing them are on order. Although we still have a way to go in getting this area completely squared away, we are off to a good start. Hopefully, we will significantly reduce or completely eliminate the "looking around for" time and give improved value to our customers.



Necessity Once Again Mother of All Invention

By CDR John Slaughter, Chief Facilities Engineering

Historically, the Yard and ELC have collaborated to salvage the scrap metal coming off the cutters during major overhauls and maintenance availabilities. The value of the scrap metal is about \$237 per ton and avoids substantial costs if the material were hauled to a landfill as regular solid waste. In the summer of 2007, it was announced the salvage lot would be closed temporarily due to environmental remediation. The Salvage Lot is also known as Site #4 on the Yard's listing on the National Priority List (Superfund) with the Environmental Protection Agency. With the current MEP workload, the salvage of scrap metal could not just stop, so an interim process had to be developed.

Using basic Lean techniques, a small team was put together to Value Stream Map (evaluate) the process and see how it could be modified for the three months the salvage lot was expected to be closed. The group consisted of stakeholders from the ELC, Yard industrial, facilities management and environmental compliance. The team came up with the process outlined below:

Step	Approx Duration Old Process	Approx Duration New Process
Place scrap metal in Yard bins	60 min	60 min
Remove filled bins from cutter	10 min	10 min
Haul filled bins to salvage lot	10 min	0 min (eliminated step)
Dump scrap bins in salvage lot	5 min	0 min (eliminated step)
Retrieve bins from salvage lot	10 min	0 min (eliminated step)
Place scrap metal into contractor roll off dumpster	30 min	0 min (eliminated step)
Dump scrap bins directly to contractor roll off dumpster	n/a	5 min
Total (per bin)	125 min	75 min

Essentially, the team started placing the contractor provided scrap metal roll off dumpsters down close, but out of the way, to the salvage operations. This eliminates unnecessary handling and transportation of the scrap metal, two of the known wastes (or Muda) looked for in Lean evaluations of a value stream. By doing this, the salvage lot was completely eliminated from the process and saved approximately 50 minutes per bin or about 40% of the total time required. Perhaps the numbers are not staggering, but when considering that anywhere from 30-50 bins of scrap metal are removed from each cutter per project, the numbers begin to add up. Ultimately, the monetary savings is in the \$3,000 range per cutter; however, this process evolution brought several other unanticipated benefits.

The new process has worked so well that it was implemented into the Yard Environmental Management System as a permanent process. From the environmental perspective, the new process eliminated the requirement to place the scrap metal on the ground, a practice that could be detrimental to storm water run off and the possibility of contaminating newly remediated soil. To ensure all scrap metal was free of ozone depleting substances and petroleum products, a new labeling system was introduced that forced the shops to tag items before they are placed in scrap bins to ensure any and all hazardous substances are removed.

Another side benefit of the new process is that a salvage lot is no longer needed at the Yard. After the remediation project, three acres of clean site will be available for reuse at the Yard. This will be used to help alleviate the overcrowding around Station Curtis Bay and further consolidate exterior storage for the ELC.

What started out as an interim plan to get through a very disruptive period, turned into a new process that will reap future savings in the industrial production process, improve environmental compliance, and free up valuable space at the Yard. Team members contributing to this process were:

ELC**SKC Paul Ames****Mike Petryszak****SKCS Terry Trammel****Russ Lester****Derald Roe****YARD****LT James Flannery****Dennis McMenamin****Bob DeMarco****Richard Raker****John Downes****Mike Thomas**

Scrap metal bins

Yard Welcomes Third West Coast Cutter

The Yard welcomed the Coast Guard Cutter EDISTO from its homeport in San Diego, California, on September 3rd. The 110' patrol boat is the third west coast cutter to enter the 110' Mission Effectiveness Project (MEP). EDISTO joins its Pacific area sister ships – NAUSHON and CUTTYHUNK at the Yard to receive the MEP modernization upgrade package. The Yard anticipates completing the EDISTO's MEP in May 2008.



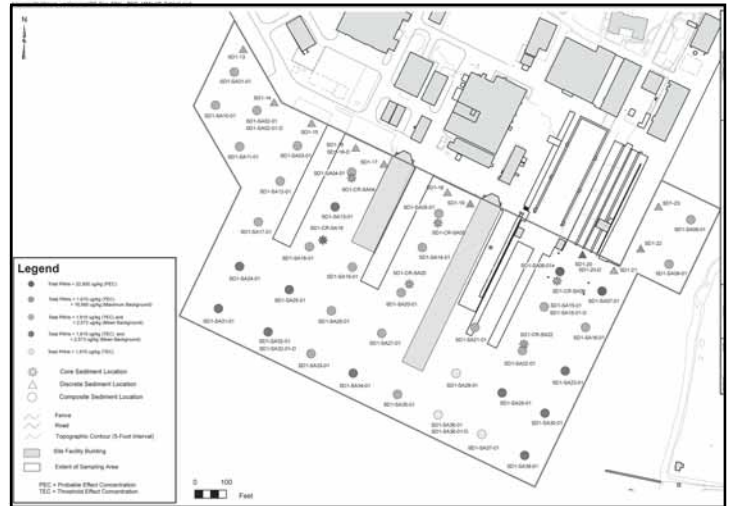
Yard Clears First Superfund Site

by CDR John Slaughter, Yard Chief Facilities Engineering

On September 28, 2007, the Environmental Protection Agency (EPA) Region III and CG Yard signed a Record of Decision, with concurrence from the Maryland Department of the Environment (MDE), which officially de-listed Site 1 at the Yard from the National Priority List. Site 1 consisted of sediments under the shipways and old dry dock locations. Through completion of a Remedial Investigation and human health and ecological risk assessment, it was determined that no action was required. Site 1 was initially established as the site with the greatest liability to the environment and financially to the Coast Guard. Its removal from the list is a major milestone.

Although no action was required, the Yard has done several dredge projects over the past few years which removed contaminated sediment and transported them to a contaminated disposal facility. The “no action” decision ultimately gained EPA, MDE and the public’s support through a series of informational meetings and the success of the Community Action Group formed to raise visibility and awareness of the environmental clean up efforts at the Yard.

The Coast Guard Yard was added to the National Priority List (Superfund) by the EPA in 2002. After many years of studies to delineate the exact nature of the contamination, several remediation projects are now slated to begin as early as this fall. The next location to be addressed is the Salvage Lot (Site #4) which will have a clean up action before the onset of winter.



YARD Presents to Federal Facilities Council

By CDR John Slaughter, Yard Chief Facilities Engineering

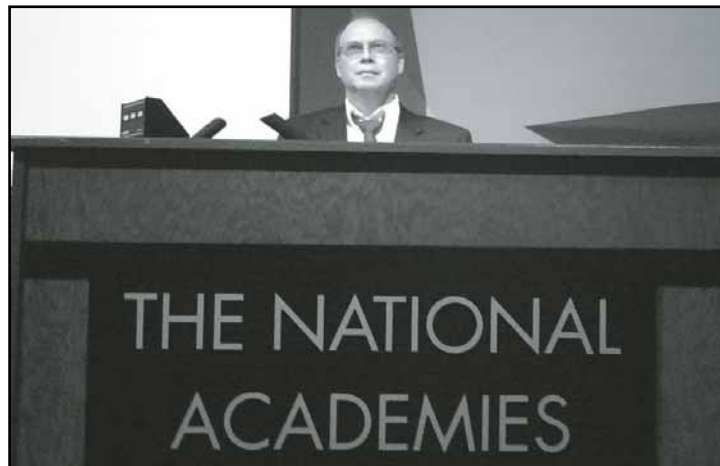
Rick Eschenbach, Yard Mechanical Engineer and Chief of the Maintenance & Operations Branch, recently made a presentation to the Federal Facilities Council (FFC) on the advantages of Energy Savings Performance Contracts (ESPC). The event was held at the National Academy of Sciences in Washington, DC as a joint conference with the International Facility Managers' Association to demonstrate the power of public-private ventures.

The more than 100 participants from numerous federal agencies learned of many creative mechanisms other agencies are using to address their facility challenges. To highlight the benefits of ESPCs, Eschenbach discussed the Yard's Landfill Gas project where the Coast

Guard will purchase methane from the Quarantine Road Landfill owned by Baltimore City. The methane will be piped

underground approximately one mile to a cogeneration facility where enough

See **Eschenbach**, pg 8



At podium, Rick Eschenbach speaks to the National Academy of Sciences Conference attendees in Washington, D.C. on September 7, 2007.

Taylor Appointed New Yard Quality, Safety & Training Manager



The Yard welcomes Roger Taylor as the new Quality, Safety & Training Manager. With an extensive background in the maritime industry, Taylor comes to the Yard from the U.S. Maritime Administration where he was a Project Manager in ship operations and ship disposals. His previous work experience includes the Environmental, Safety & Health Manager and Ship Superintendent of Production and Operations at the Baltimore Marine Industries and Bethlehem Steel Shipyard in Sparrow's Point, Maryland.

Among other marine-related specialties, Taylor has been employed as a Marine Surveyor and commercial diver.

A U.S. Navy veteran, Taylor currently resides in New Market, Maryland, with his wife and two children. He enjoys spending time with his family, fishing, and local sports including ice hockey, and, of course, the Ravens and O's!

Welcome aboard!

Eschenbach, cont from pg 7

electricity and steam will be produced to cover the Yard's utility requirements. The construction of a methane collection system at the landfill, the pipeline and co-generation facility will be privately financed through the ESPC. Ameresco Federal Solutions is the company arranging the financing, design, construction and following on operations and maintenance of the new cogeneration plant. They will recoup their costs over the next 15 years through payments from the Coast Guard funded by the annual energy savings gained by self generation of electricity and steam. When the system is placed on line, tentatively in the fall of 2008, it will be able to generate up to 4 megawatts of electricity and 35,000 lbs of steam.

The FFC operates under the auspices of the Board on Infrastructure and the Constructed Environment of the National Research Council, the principal operating agency of the National Academies and the National Academy of Engineering. The FFC's mission is to identify and advance technologies, processes, and management practices that improve the performance of federal facilities over their entire life-cycle, from planning to disposal.

Welcome Class of 2008!

To be appointed under this initiative, students must be at least 16 years of age

and enrolled in a half-time academic/vocational curriculum.

The Yard recently welcomed four high school seniors of the Class of 2008 under the Student Career Employment Program. The wage grade hiring initiative that began at the Yard in 1997 combines classroom studies with on-the-job training in various shops. The students attend high school classes in the morning and work part-time at the Yard in the afternoon throughout their senior year. Many of the students select full-time federal employment at the Yard when they graduate from school in June.

This year's student hire program is in partnership with Glen Burnie High School, Northeast High School, and Old Mill High School.

The program is mutually beneficial for students and the Yard. Students have the benefit of developing a trade within a real life work environment. The Yard establishes a pipeline of young workers who have the potential to integrate into full-time positions after graduation.



The Yard's student wage grade hires for the 2007-2008 school year are: (left to right) Stephen Gately, X10; Brian Kindig, X10; Ron Lowman, X20, and Joe Hansberger-Evans, X10.

CO's Column, cont from pg 2

ALL CLEAN-UPS & PUNCH LISTS DONE. The only thing left for us should be riding on Sea Trials.

EOIW is **NOT** AN EXTRA 2 TO 3 WEEKS TO REALLY FINISH OUR WORK.

The period between EOIW and the cutter's final sail-away date is for THE CUTTER and not added time for us to complete work items or punch lists.

EAGLE arrived for her quadrennial drydock availability. I sailed in EAGLE for all four summers as a Cadet, starting some 30 years ago. I had the privilege to ride aboard EAGLE as she transited from the Baltimore Inner Harbor to the Yard; it was my first time onboard without any job. I escorted Mr. Jeffery Orner, the Deputy Asst Commandant for Engineering and Logistics. Mr. Orner was able to get some great photos. I've included a unique shot on page 1 that you don't usually see, the view of the undersides of the Pennington Ave and I-695 bridges looking up through EAGLE's rigging. We've also included a picture of EAGLE "high and dry" on the Shiplift, another unique view of a unique national treasure! On behalf of the entire CG Curtis Bay community, I want to thank CAPT SINNETT and his crew for hosting an "Open House" for tours on Saturday, 13 October. It was a rare opportunity to bring family to see this magnificent sailing cutter without long tourist lines. And hopefully, everyone had the opportunity to show your loved ones one of the most unique work sites in the country!

At 112+ acres and almost 1 million square feet of covered buildings, the Yard is the CG's third largest shore facility. We recently completed a five-year Land Use Plan that maps out critical infrastructure maintenance and planning for the future. On 28 Sept, we completed a HUGE milestone, 5 years, numerous studies, and approximately \$2.2 million in the

making. The Yard is listed on the US Environmental Protection Agency's "National Priority List". That's a fancy way of saying we're a "Superfund" site. One of the 9 sites identified and under study and remediation (clean up) was "Site 1". Site 1 was the underwater area surrounding the old shipways, new shiplift, and Piers One through Three. With the concurrence of the US EPA and the Maryland Dept of the Environment, I signed a Record of Decision which determined that no clean up efforts are required. Site 1 was "de-listed" and removed from the Superfund site!

Another big upcoming event will be the groundbreaking ceremony on Tuesday, 13 November for the Yard's Co-Generation plant. As many of you know, we will be buying the rights to the methane gas that is a natural by-product of landfill operations at the Quarantine Road landfill, across I-695 from the Yard. We will be building a plant which uses the methane to produce the entire electricity and steam energy requirements for the entire Yard campus. I intend to make the ceremony an "All Hands" event, and we have invited many local and national dignitaries, including our CG Commandant, ADM ALLEN, to attend. Be watching for a "Yard News Digest" with further details.

A few final commendations and closing comments:

- We've republished the 2007 "State of the Yard" that we sent out by a Yard Digest just before Labor Day. This annual summary of your accomplishments provides an excellent overview of the VALUE that the Yard provides for the CG fleet, both cutters and boats and sailors.
- Congratulations to our Military and Civilian Employees of the Quarter for their contributions to delivering VALUE and for being role models for all of us to emulate.
- Welcome to Mr. Roger Taylor, our new Quality, Safety and Training Manager. Mr. Taylor brings a wealth

of experience in shipyard operations and most recently was in charge of ship-breaking, a dangerous ship dismantling process, fraught with personal and environmental hazards, for the US Maritime Administration.

- I've said before that the CG community here in Baltimore is one that I'm very proud to be a part of. Here's my personal appeal to YOU that the annual Combined Federal Campaign started 16 October and runs thru 16 November. There is still a great demand for the many humanitarian, medical, philanthropic, and local services supported internationally, nationally, and right in our own backyard. See your CFC Key Person and give something. The Yard has always hit the dollar figure target given to us, but our participation, as a percentage of the number of people who work at the Yard, could go up, making the very generous dollar figure climb as well!

- Please read the LEAN insert! What we want everyone to understand and embrace is that Lean isn't magic. It is simply a tool box of methodologies used to eliminate unnecessary steps in the work we do. As the examples this month clearly show, it's the cumulative effect of many little improvements that will lead to recurring results.

Finally, it is my sad duty to inform you of the death of Mr. Govan "Butch" Holmes of the Yard Paint Shop. Mr. Holmes lost his valiant fight with cancer. The number of Yard employees and retirees who attended Mr. Holmes' funeral was a testament to a well-liked and respected co-worker. Our thoughts and prayers go out to his family.



2007 Yard Softball Tournament

October 6-7, 2007

ELC – A Division Champions

Coast Guard Headquarters – B Division Champions

Congratulations !!



“State of the Yard”, cont from pg 3

- Golden Anniversary for 50 Years of Federal Service – Daniel Hahn, Central Tool Room
- 2007 FEB Excellence In Federal Career Gold Medal Awards – LCDR Rob Hengst, Heather Dewey, Reese Scott, Greater Baltimore Coast Guard Spouses’ Association

As our nation celebrates the 113th observance of Labor Day and salutes the millions of working men and women who make America the greatest country in the world, I salute each of you this Labor Day 2007. I am grateful for your devotion as a Yard team and thank you for your diligence to our corporate culture of

**“Safety First. Quality Always. Deliver Early.
Deliver Value!”**

YARD NEWS



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